ALABAMA
DEPARTMENT OF TRANSPORTATION

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TRANSPORTATION DIRECTOR

April 30, 2010

The Honorable Danny Kerby
Chairman, Lawrence County Commission
P.O. Box 310
Moulton, Alabama 35650

Subject: Annual Inspection Report
Courtland Airport

Dear Chairman Kerby:

An inspection of the Courtland Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on April 14, 2010. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the airport. As noted in the report, the airport meets all the requirements for the issuance of an operating license. However, there were some items noted that relate to the maintenance of the airport and should be corrected.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,

John C. Eagerton IV, D.P.A.
Chief, Aeronautics Bureau

Copy: Mr. Rans Black
FAA/ADO

Mr. Ryan Reed, P.E.
Garver Engineers, LLC

APRIL 14, 2010

DEPARTMENT OF TRANSPORTATION

ANNUAL INSPECTION REPORT

COURTLAND AIRPORT

COURTLAND, ALABAMA

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Courtland, Alabama

April 14, 2010

Introduction:

Code of Alabama 23-1-357(c). The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Courtland Airport was conducted by Mr. Kline Jeffcoat and Mr. Kip Turner of the Alabama Department of Transportation Aeronautics Bureau on April 14, 2010.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

Inspection Methodology:

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

The FAA Airport Design Standards referred to in this report were taken from the Airport Layout Drawing (ALD) dated April 2005.

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Courtland, Alabama

April 14, 2010

License Status:

Code of Alabama 23-1-375(a). ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on April 14, 2010 it was determined that the airport ***meets*** the requirements for the issuance of an operating license.

1. Approach and Departure Paths Administrative Code 450-9-1-.12(1)

(See Appendix 1)

State Licensing Standards:

- For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet (See Appendix 1).
- The approach and departure path for all runways slopes up at a ratio of 20:1.
- All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

Inspection Results:

- Runway 13: No obstructions (See Photo # 1)

- Runway 31: No obstructions (See Photo # 2)

- Runway 17: The approach and departure path for runway 17 was inspected and found to meet state licensing standards. However, trees identified as Tree # 1 and # 5 violate the 20:1 approach slope within limits of the FAA's Runway Protection Zone (RPZ) and a tree identified as Trees # 2, # 3, and # 4 if allowed to continue to grow will also eventually penetrate the FAA's RPZ (See Photo # 3, and Appendix 2).

- Runway 35: No obstructions (See Photo # 4).

Photo # 1 – Runway 13 Approach/Departure Path

Photo # 2 – Runway 31 Approach/Departure Path

Photo # 3 – Runway 17 Obstructions

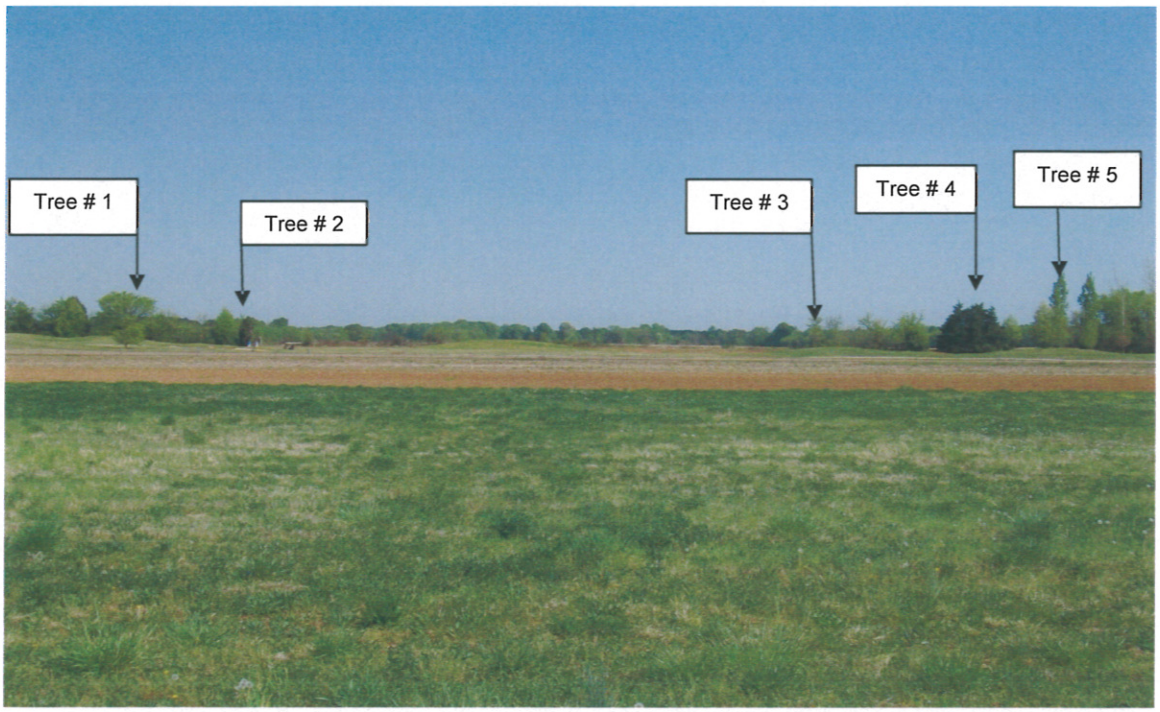


Photo # 4 – Runway 35 Approach/Departure Path

Maintenance Required:

- Obstructions and potential obstructions to runway 17 should be removed.

2. Primary Surface
Administrative Code 450-9-1-.12(2)

State Licensing Standards:

- Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

Inspection Results:

- The primary surface was found to meet state safety requirements.

. 3. Runway Safety Area
Administrative Code 450-9-1-.12(3)

State Licensing Standards:

- Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

Inspection Results:

- The grade of the runway safety area was found to meet state safety requirements.

4. Airport Markings
Administrative Code 450-9-1-.12(4)

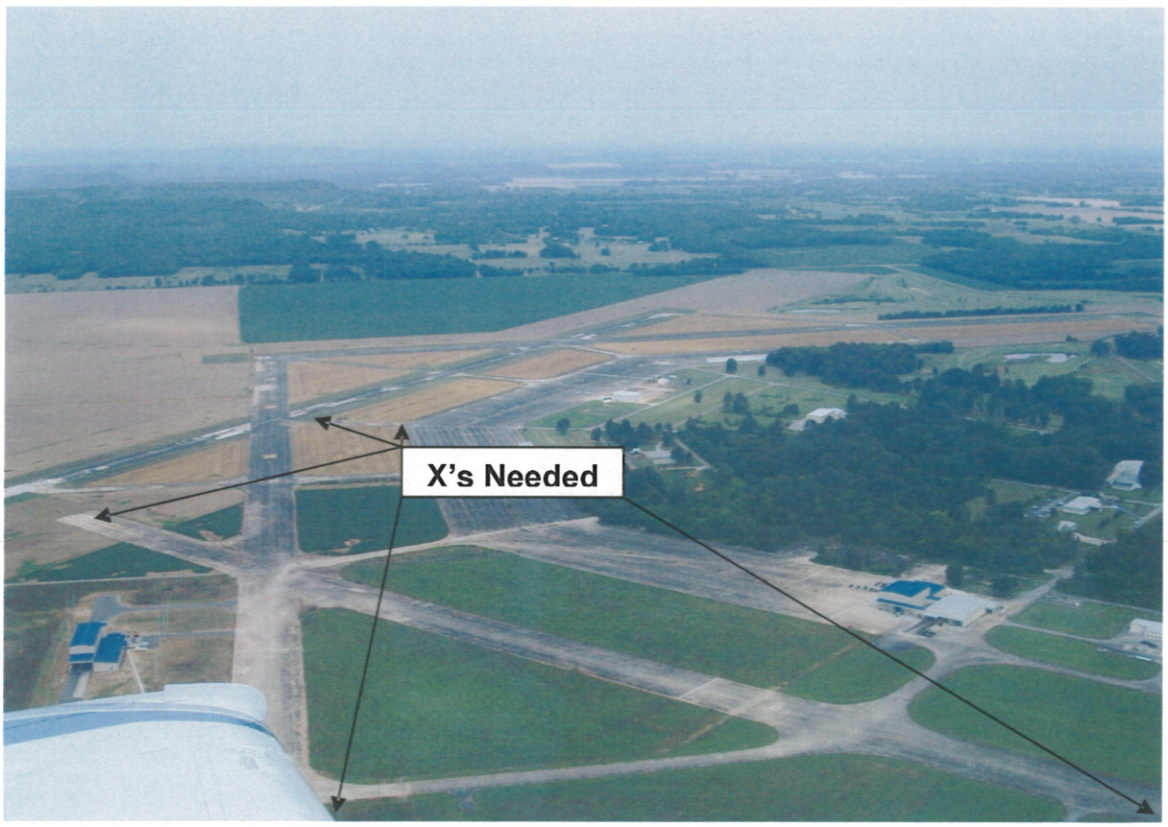
State Licensing Standards:

- Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

Inspection Results:

- The airport markings were in good condition; however all closed runways and taxiways are not marked as closed with yellow X's.

Photo # 5 – Required X's



Maintenance Required:

- In accordance with AC 150/5340-1J, yellow X's should be painted on all closed runways, not just those on airport property. Yellow X's should also be painted on all closed taxiways at all entrances.

5. Wind Direction Indicator
Administrative Code 450-9-1-.12(5)

State Licensing Standards:

- Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

Inspection Results:

- The wind direction indicator was found operational (Photo # 6).

Photo # 6 – Wind Cone

6. Airport Lighting
Administrative Code 450-9-1-.12(6)

State Licensing Standards:

- Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. A rotating beacon is suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

Inspection Results:

- The airport lighting system was inspected with the following results:

  Threshold Lights – 2 inoperative
  Taxiway Lights – N/A
  Runway Lights – 0 inoperative

Maintenance Required:

- The airport has no taxiway lights and it is recommended that, at a minimum, reflective taxiway edge markers are installed at each taxiway entrance.

7. Runway, Taxiway and Apron Conditions
Administrative Code 450-9-1-.12(7)

State Licensing Standards:

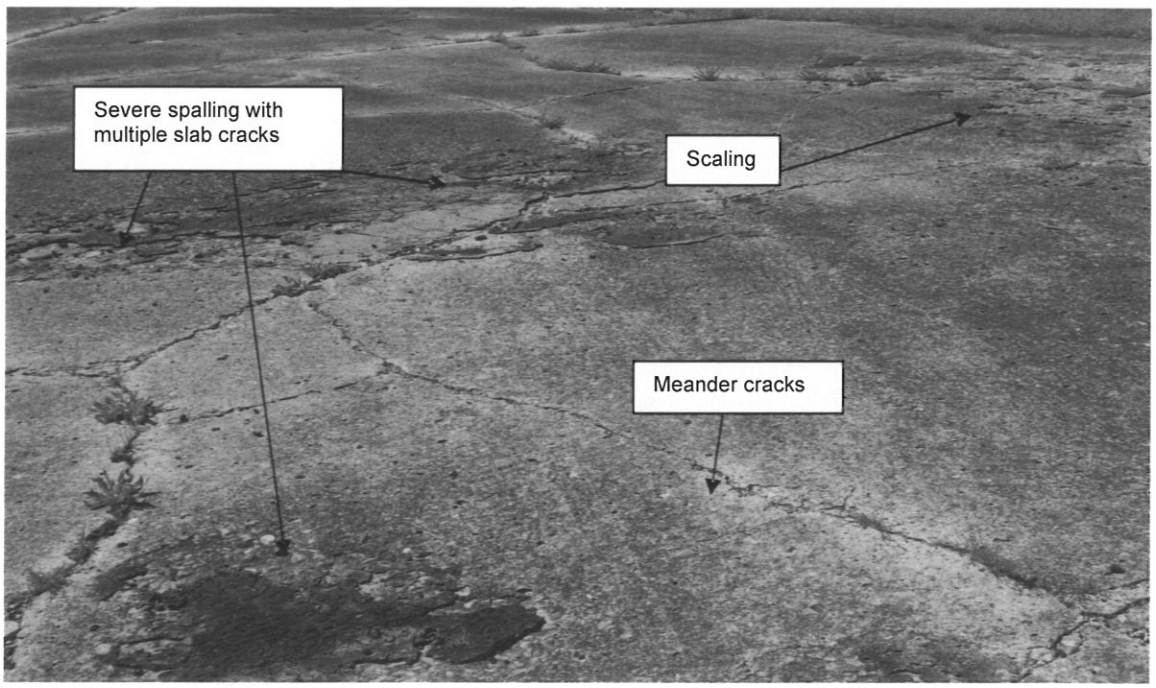
- Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

Inspection Results:

- The surface of runway 13/31 and the apron are in good condition; however surfaces of 17/35 and adjacent taxiway surfaces are fare to poor. The runway surface of 17/35 is characterized by joint cracks with vegetation over 100% of the runway (Photo # 7) the adjacent taxiway has areas of scaling, with multiple slab cracks, as well as failed joints with severe spalling and potholes (Photo # 8).

Photo # 7 - Runway 35 Joint Cracks With Vegetation

Photo # 8 – Taxiway Entrance to Runway 17



Maintenance Required:

- Runway 17/35 will require joint cracks to be cleaned and sealed. Taxiway will require joint cracks to be cleaned and sealed along with slab replacement where there is extensive cracking and joint spalling and complete reconstruction where necessary.

8. Fueling Area Requirements Administrative Code 450-9-1-.12(8)

State Licensing Standards:

- Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- Grounding cables must be available.
- A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

Inspection Results

- The fueling area meets the requirements established by the Alabama Department of Transportation. However, the State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection (See Photo # 8).

Photo # 8 - Self-Service 100LL Fueling Area

9. Prohibited Activities Administrative Code 450-9-1-.16

State Licensing Standards:

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

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Courtland, Alabama

April 14, 2010

Inspection Results:

- There was no evidence of prohibited activities during the inspection.

Summary:

The table below summarizes items noted in this report.

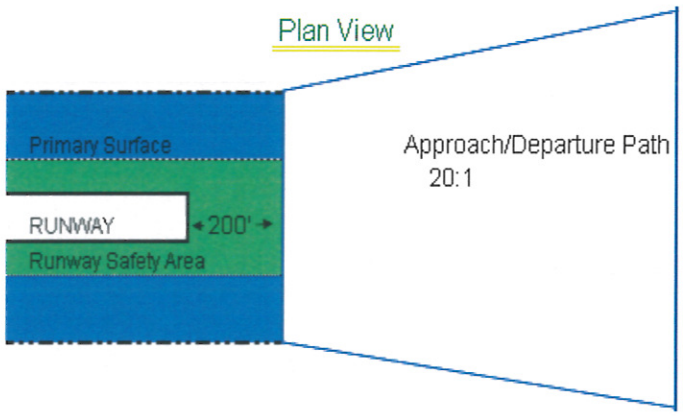
INSPECTION SUMMARY

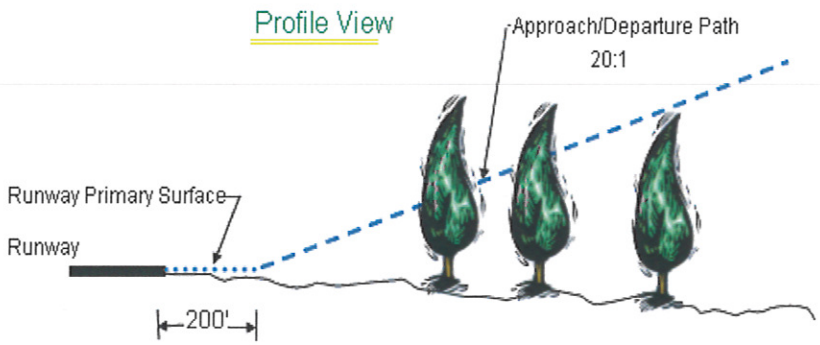
Inspection Area	Violation/Maintenance	Corrective Action
Approach/Departure Path Rwy 17	Maintenance	Clear obstructions
Airport Markings	Maintenance	Paint X's where required IAW AC 150/5340-1J
Airport Lighting	Maintenance	Repair/replace inoperative lights and install reflective taxiway edge markers
Surfaces	Maintenance	Runway 17/35 – clean and seal joint cracks Adjacent taxiway for 17/35 – repair or reconstruct as necessary

Included with this report is an airport safety self-inspection checklist. This checklist is taken from FAA Advisory Circular (AC) 150/5200-18C and should be used in accordance with this AC to develop your own self-inspection program.

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			





COURTLAND AIRPORT
COURTLAND, ALABAMA
APRIL 14, 2010

REQUIREMENTS FOR STATE AIRPORT LICENSE

- 1. TREE - 46' ABOVE RUNWAY END
  1095' FROM RUNWAY END
  320' RIGHT OF CENTERLINE
  19:1 OBSTRUCTION CLEARANCE SLOPE
- 2. TREE - 35' ABOVE RUNWAY END
  1080' FROM RUNWAY END
  242' RIGHT OF CENTERLINE
  25:1 OBSTRUCTION CLEARANCE SLOPE
- 3. TREE - 28' ABOVE RUNWAY END
  1020' FROM RUNWAY END
  209' LEFT IF CENTERLINE
  29:1 OBSTRUCTION CLEARANCE SLOPE
- 4. TREE - 41' ABOVE RUNWAY END
  1029' FROM RUNWAY END
  310' LEFT OF CENTERLINE
  20:1 OBATRUCTION CLEARANCE SLOPE
- 5. TREE - 50' ABOVE RUNWAY END
  807' FROM RUNWAY END
  296' LEFT OF CENTERLINE
  12: 1 OBSTRUCTION CLEARANCE SLOPE

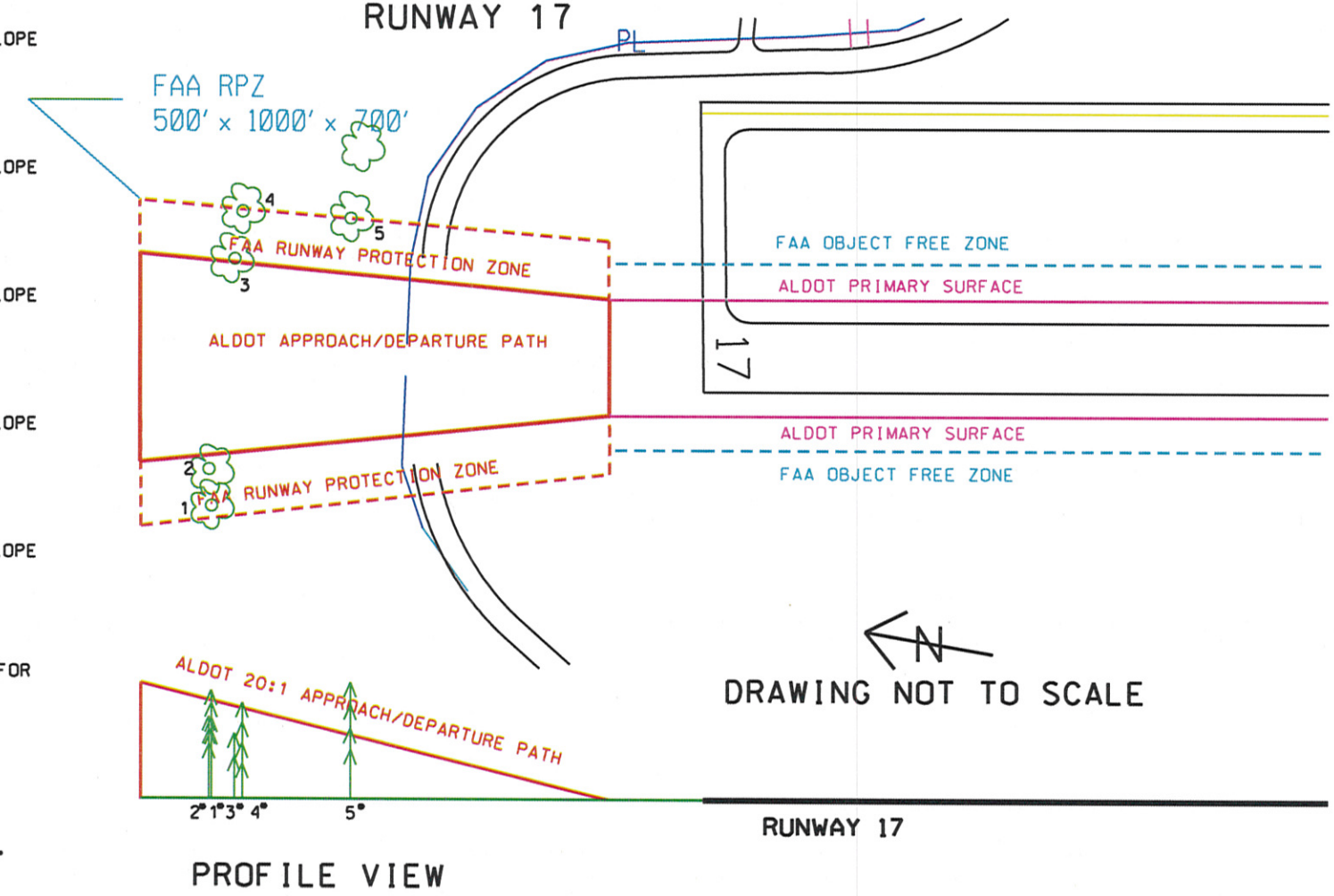
NOTES:

1. THIS SKETCH IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY AND SHULD NOT BE USED FOR ANY OTHER PURPOSE.

2. REFER TO THE LATEST ALD DATED APRIL 2005 FOR THE FAA AIRPORT DESIGN STANDARDS.

* NOT AN ALDOT OBSTRUCTION

RUNWAY 17



PROFILE VIEW

AIRPORT SAFETY SELF-INSPECTION CHECKLIST

DATE: _____ DAY: _____

√ Satisfactory
X Unsatisfactory

Day Inspector/Time: _____ Night Inspector/Time: _____

FACILITIES	CONDITIONS	D	N	REMARKS	RESOLVED BY (Date/Initials)
Pavement Areas	Pavement lips over 3"				
	Hole – 5" diam. 3" deep				
	Cracks/spalling/heaves				
	FOD: gravel/debris/sand				
	Rubber deposits				
	Ponding/edge dams				
Safety Areas	Ruts/humps/erosion				
	Drainage/construction				
	Support equipment/aircraft				
	Frangible bases				
	Unauthorized objects				
Markings	Clearly visible/standard				
	Runway markings				
	Taxiway markings				
	Holding position markings				
	Glass beads				
Signs	Standard/meet Sign Plan				
	Obscured/operable				
	Damaged/retroreflective				

FACILITIES	CONDITIONS	D	N	REMARKS	RESOLVED BY (Date/Initials)
Lighting	Obscured/dirty/operable				
	Damaged/missing				
	Faulty aim/adjustment				
	Runway lighting				
	Taxiway lighting				
	Pilot control lighting				
Navigational Aids	Rotating beacon operable				
	Wind indicators				
	RENLs/VGSI systems				
Obstructions	Obstruction lights operable				
	Cranes/trees				
Fueling Operations	Fencing/gates/signs				
	Fuel marking/labeling				
	Fire extinguishers				
	Frayed wires				
	Fuel leaks/vegetation				
Snow & Ice	Surface conditions				
	Snowbank clearances				
	Lights & signs obscured				
	NAVAIDs				
	Fire access				

FACILITIES	CONDITIONS	D	N	REMARKS	RESOLVED BY (Date/Initials)
Construction	Barricades/lights				
	Equipment parking				
	Material stockpiles				
	Confusing signs/markings				
Aircraft Rescue and Fire Fighting	Equipment/crew availability				
	Communications/alarms				
	Response routes affected				
Public Protection	Fencing/gates/signs				
	Jet blast problems				
Wildlife Hazards	Wildlife present/location				
	Complying with WHMP				
	Dead birds				

Comments/Remarks: _____